

# CHAPTER 1

## Introduction

### 1.1 GENERAL

The Naval Air Training and Operating Procedures Standardization (NATOPS) program is a positive approach towards improving combat readiness and achieving a substantial reduction in aircraft mishaps. This instruction issues policy and procedural guidance of the Chief of Naval Operations (CNO) that is applicable to all NATOPS users.

Use of ORM in the planning and execution of all military training is mandated by DODINST 6055.1. OPNAVINST 3500.39 further directs all Navy and Marine Corps Activities to apply ORM in planning operations and training to optimize operational capabilities and readiness.

#### 1.1.1 Purpose and Scope

a. This instruction prescribes general flight and operating instructions and procedures applicable to the operation of all naval aircraft and related activities. This instruction is not intended to cover every contingency that may arise nor every rule of safety and good practice. To achieve maximum value, the contents of all directives cited must be studied and understood. Routine interpretation and procedural questions should be referred to type wing/type command NATOPS offices for resolution prior to referral to CNO. Where the need arises, special instructions or waivers will be issued by CNO.

b. In the tactical environment, military exigency may require on-site deviations from instructions/procedures contained here. The existing risk of deviation must continually be weighed against the benefit of deviating from this instruction. Deviation from specified flight and operating instruc-

tions is authorized in emergency situations when, in the judgment of the pilot in command, safety justifies such a deviation.

c. It is often not feasible to completely specify all situations or circumstances under which provisions of this instruction shall apply; therefore, wording such as “normally”, “etc.”, “usually”, and “such as” is employed. Words or clauses of that type shall not be used as loopholes nor shall they be expanded to include a maneuver, situation, or circumstance that should not be performed or encountered by the aircraft in question.

d. To increase combat readiness and improve flight safety, the scope and operation of the NATOPS program, conduct of NATOPS evaluations, urgent and routine change procedures to NATOPS publications, and NATOPS review conference procedures are discussed in Chapter 2.

**1.1.2 Change Procedures.** Recommended changes to this and other NATOPS publications may be submitted by anyone in accordance with Chapter 2 of this instruction. Recommended changes to this instruction shall be submitted to CNO (N789J3), 2000 Navy Pentagon, Washington, DC 20350-2000.

**1.1.3 Change Symbols.** Revised text is indicated by a black vertical line in either margin of the page, adjacent to the affected text, like the one printed next to this paragraph. The change symbol identifies the addition of new information, a changed procedure, the correction of an error, or a rephrasing of the previous material.

**1.1.4 Waiver Requests.** Figure 1-1 delineates areas of responsibility within CNO (N78) for this instruction. Waiver requests should be sent to the applicable N code.

ORGANIZATION	CHAPTER
N789J	1, 2, 3, 8, 11, 12, 13 & Appendixes A, C, and E
N785F	4, 5, 6, and 9
N781	7 & Appendixes B, D, F, G, H, I, J and K
N78F	10

Figure 1-1. CNO Areas of Responsibility

### 1.1.5 How To Obtain Copies

a. Automatic distribution of this directive is by electronic means only. No paper copies have been printed for distribution. Activities may order no more than two printed copies through Naval Logistics Library at [www.nll.navsup.navy.mil/nll/getdata.cfm](http://www.nll.navsup.navy.mil/nll/getdata.cfm) under stock number 0579LD1010271. Electronic copies, changes, and revisions to this manual can be found in three locations:

(a) [www.natec.navy.mil](http://www.natec.navy.mil) NATEC website.

(b) [www.hq.navy.mil/natops](http://www.hq.navy.mil/natops) CNO NATOPS website.

(c) Unclassified SECNAV and OPNAV directives are at Navy Electronic Directives System (NEDS) website [neds.nebt.daps.navy.mil](http://neds.nebt.daps.navy.mil). SECNAV and OPNAV unclassified directives CD-ROMs issued quarterly to Navy activities listed in the Standard Navy Distribution List (SNDL).

#### b. NATOPS Publications –

(1) Automatic Distribution -- Automatic distribution of individual NATOPS publications are as requested by the individual units in their ADRL accounts. Units flying the aircraft will receive paper copies based on requirements determined by the NATOPS Model Manager. Other units will receive CD-ROM distribution, whenever available, as determined from the unit's ADRL request.

(2) Additional Copies -- Those who require paper copies can obtain them from the NATOPS Model Manager unit, whose address is published in the Preface of each NATOPS publication. The name, rank, telephone number, and e-mail address of the

NATOPS Program Manager for each publication is contained in the NATOPS Status Report which is a product posted on the CNO NATOPS web site. Electronic copies of most NATOPS publications are posted in PDF-format on the NATOPS page of the NATEC web site, [www.natec.navy.mil](http://www.natec.navy.mil). Active interim change messages are normally posted on the site within seven days of their release.

## 1.2 OTHER GOVERNING SOURCES OF INFORMATION

Instructions and procedures contained here are not intended to replace or duplicate the following governing sources.

**1.2.1 NATOPS Manuals.** Those manuals that are issued for specific aircraft or aviation-related activities by CNO. They contain standard flight doctrine and the optimum operating procedures for the aircraft model or aviation activity concerned. Where a NATOPS manual is not issued for a particular model aircraft, appropriate commands shall issue doctrine and procedures locally. Where a specific NATOPS manual indicates a deviation from this instruction, the specific NATOPS manual constitutes CNO authority to deviate from this instruction. Individual aircraft NATOPS requirements should be at least as stringent as those set forth here. If as a result of a NATOPS conference, it is desired to establish a less stringent requirement, prior approval shall be obtained from CNO. Such approval may be requested by submitting an action copy of the conference record to CNO (N789J3) with the item listed as a change requiring further approval in accordance with Chapter 2. When more stringent requirements are issued in this instruction, this instruction shall govern until specific authority to deviate has been granted by CNO.

**1.2.2 Local Flying Rules and Instructions.** Local flying rules and instructions will be found in regulations issued by the various fleets, forces, naval air stations, and other activities where naval aircraft are based or operated. Navy and Marine Corps Air Stations and other naval aviation shore facilities that routinely conduct flight operations shall supplement this instruction with air operations manuals. Guidelines for the preparation of air operations manuals are contained in NAVAIR 00-80T-114 (ATC NATOPS).

### 1.2.3 Federal Aviation Regulations (FAR).

Naval aircraft shall be operated in accordance with applicable provisions of FAR, Part 91, except:

a. Where this instruction prescribes more stringent requirements.

b. Where exemptions or authorizations issued to the Department of the Navy/Department of Defense permit deviation from FAR. Exemptions/authorizations currently on file that allow deviation from FAR, Part 91.

(1) Section 91.117 (Aircraft Speed). Operation of naval aircraft at speeds in excess of limits imposed by section 91.117 shall be governed by paragraph 5.1.4 of this instruction.

(2) Section 91.121 (Altimeter Settings). Allows the use of the local altimeter setting when conducting high-speed tactical maneuvers that include rapid transits of Flight Level 180. (Exemption 2861A)

(3) Section 91.135 (Operations in Class A Airspace). Authorizes USN undergraduate student aviators to conduct solo flight in Class A airspace without an instrument rating.

(4) Section 91.159 (a) (VFR Cruising Altitude or Flight Level). Allows operations at altitudes other than those prescribed by section 91.159 (a) while engaged in drug interdiction operations, only to the extent necessary to obtain positive identification of a suspect aircraft and maintain visual contact with that aircraft, provided the aircraft has a dedicated on-board observer (other than the pilot) to watch for other air traffic, and the aircraft has an operating transponder with Mode C. (Exemption 5100D)

(5) Section 91.169 (b) and (c) (Alternate Airport Requirements). Alternate airport requirements and alternate airport weather criteria for clearance of flights to be conducted under IFR shall be specified in paragraph 4.6.3 of this instruction. (Exemption 30B)

(6) Section 91.179 (b) (1) (IFR Cruising Altitude or Flight Level). Exemption from the altitudes

to be maintained in uncontrolled airspace has been granted to the extent necessary to conduct military training route (MTR) training. Policies and procedures for the conduct of MTRs is contained in OPNAVINST 3722.33 (FAA Order 7610.4, Special Military Operations) and FLIP Area Planning AP/1B. (Exemption 2396)

(7) Section 91.209 (a) (Aircraft Lights). An exemption has been granted to DOD aircraft engaged in drug interdiction flights provided the aircraft has a dedicated on-board observer plus an additional resource capable of detecting all aircraft operating in the vicinity of the DOD aircraft. (Exemption 5100D).

**1.2.4 DOD Flight Information Publications (FLIPs) (NOTAL) and Notices to Airmen (NOTAMs) (NOTAL).** The procedures, special notices, and instructions contained in the FLIPs and NOTAMs are mandatory for all pilots flying naval aircraft.

**1.2.5 FAA Order 7110.65 (Air Traffic Control (NOTAL)).** The FAA order is applicable to air traffic control by Department of Defense (DOD) activities unless individual military service exceptions are noted therein. The applicable procedures shall be used by naval aviation shore facilities when performing air traffic control (ATC) functions. Waivers for deviations from the procedures set forth in 7110.65 may be granted by CNO (N785F). Authority for reduced runway separation for arriving and departing aircraft using the same runway is outlined in paragraph 6.3.1.

**1.2.6 NATOPS Air Traffic Control Facilities Manual (NAVAIR 00-80T-114).** This manual is applicable to the operation of Navy and Marine Corps air traffic control facilities. Applicable procedures shall be used by shore facilities when performing ATC functions.

**1.2.7 Other Instructions.** Special instructions are listed in Appendix C.

## 1.3 EXPLANATION OF TERMS

The explanation or definitions of terms and abbreviations commonly used in the aviation community can be found in FAR, Part I, and DOD FLIP General

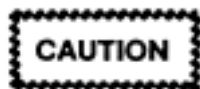
Planning, Chapter 2; and Aeronautical Information Manual (AIM) Pilot/Controller Glossary. No effort to duplicate these terms is intended. Where terms are used in this instruction with a different connotation or where definitions are lacking in the above-mentioned publications, the explanations of such terms are included in the Glossary.

#### 1.4 WARNINGS, CAUTIONS, AND NOTES

The following definitions apply to WARNINGS, CAUTIONS, and Notes found throughout this instruction.



Explanatory information about an operating procedure practice, or condition, etc., that may result in injury or death if not carefully observed or followed.



Explanatory information about an operating procedure, practice, or condition, etc., that may result in damage to equipment if not carefully observed or followed.

#### Note

Explanatory information about an operating procedure, practice, or condition, etc., that must be emphasized.

#### 1.5 WORDING

The concept of word usage and intended meaning that has been adhered to in preparing this instruction is as follows:

- a. "Shall" has been used only when application of a procedure is mandatory.
- b. "Should" has been used only when application of a procedure is recommended.
- c. "May" and "need not" have been used only when application of a procedure is optional.
- d. "Will" indicates futurity and never indicates any degree of requirement for application of a procedure.
- e. "Land Immediately" is self-explanatory.
- f. "Land as Soon as Possible" means land at the first site at which a safe landing can be made.
- g. "Land as Soon as Practicable" means extended flight is not recommended, the landing site and duration of flight is at the discretion of the pilot in command.